

June 15, 2006

TO: CITIZENS COMMITTEE TO STUDY THE FLOWER FIELDS AND  
STRAWBERRY FIELDS AREA

FROM: Manager of Economic Development and Real Estate

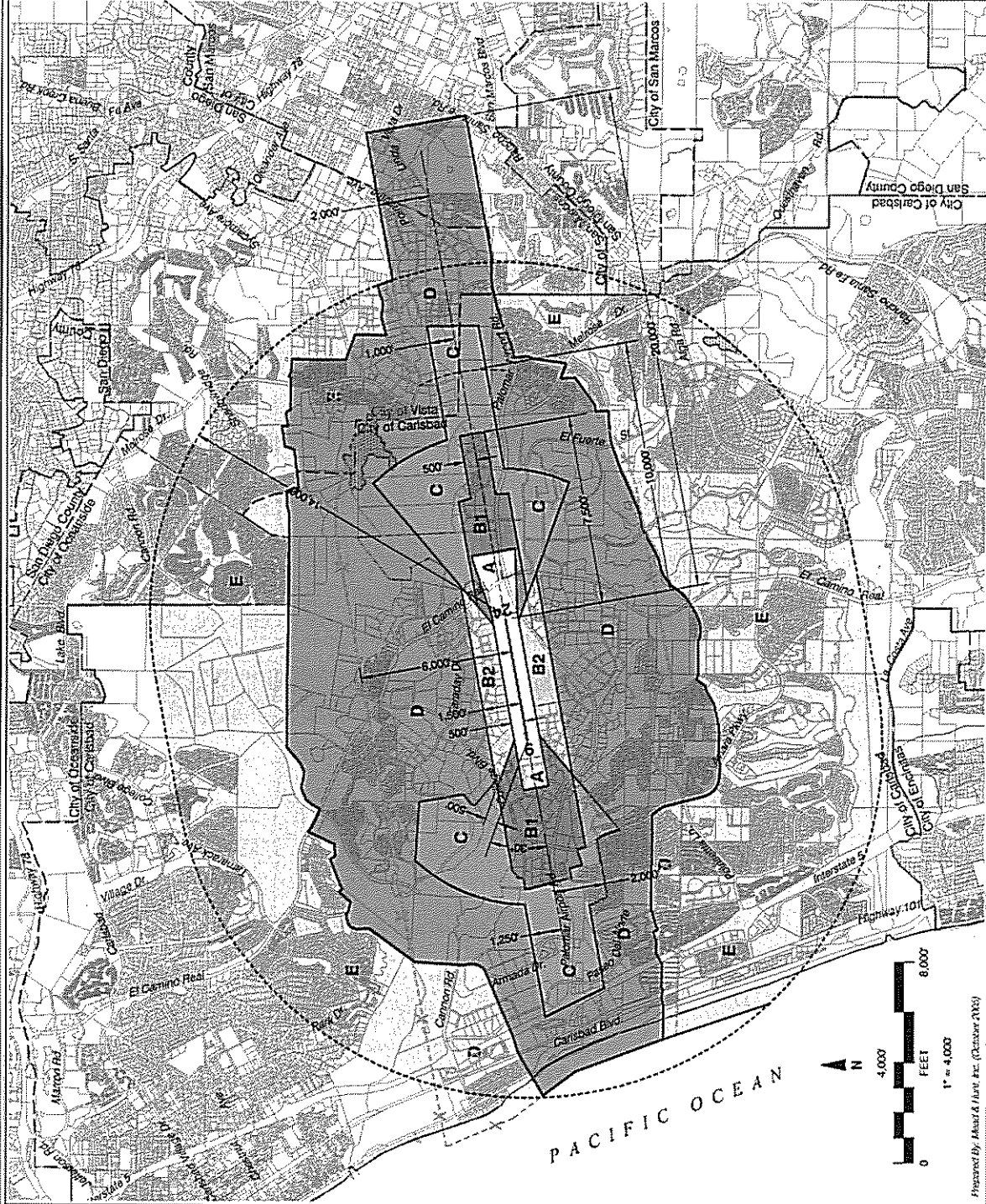
**AIRPORT LAND USE COMPATIBILITY PLAN FOR MCCLELLAN-  
PALOMAR AIRPORT**

Attached is the draft compatibility map for McClellan-Palomar Airport. This map indicates the compatibility zones for the areas surrounding the airport, including the property that is the subject of each of the initiatives undergoing your review. The subject properties are included in both zones D and E. Also enclosed is copy of the table that identifies the noise and safety impacts to those areas from airport operations.



CYNTHIA HAAS  
Manager of Economic Development and Real Estate

Attachments



### Legend

- Compatibility Zones**
- Primary Airport Influence Area
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Outer Boundary
  - Secondary Airport Influence Area
  - Zone E
  - Outer Boundary (Asapace Protection Area Boundary)
  - High Terrain Zone
- Boundary Lines**
- Airport Property Line
  - City Limits

**Note**  
All dimensions except influence area boundary are measured from runway ends and centerlines. Portions of influence area match Part 77 Conical Surface (Measured from 200 feet beyond runway ends).

See Chapter 2, Table 20 for compatibility criteria associated with this map.

Compatibility Zone Inventory  
March 2005 Draft



AIRPORT LAND USE COMMISSION  
S A N D I E G O C O U N T Y

## San Diego County Airport Land Use Compatibility Plan Policy Document (October 2005 Draft)

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**REVISED**

Map PAL-1

**Compatibility Map**  
McClellan-Palomar Airport

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<b>A</b> Runway Protection Zone and within Building Restriction Line	<b>Noise Impact: Very High</b> <ul style="list-style-type: none"> <li>High single-event noise levels; CNEL varies with each airport</li> <li>FAA-defined safety and airspace factors are primary determinants of zone boundaries</li> </ul>	<b>Risk Level: Very High</b> <ul style="list-style-type: none"> <li>Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing</li> <li>Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing</li> <li>Nearly 40% of off-runway general aviation accidents near airports occur in this zone</li> </ul>
<b>B1</b> Inner Approach/Departure Zone	<b>Noise Impact: High</b> <ul style="list-style-type: none"> <li>Single-event noise sufficient to disrupt many land use activities including indoors if windows open</li> <li>Encompasses most of 65-CNEL contour at urban airports, 60-CNEL contour for suburban airports and 55-CNEL at rural airports</li> </ul>	<b>Risk Level: High</b> <ul style="list-style-type: none"> <li>Encompasses areas overflown by aircraft at low altitudes—typically less than 200 above runway elevation on landing</li> <li>Some 10% to 20% of off-runway general aviation accidents near airports take place here</li> <li>Object heights restricted to as little as 50 feet</li> <li>Minimum <i>Lt. Aircraft Rwy</i> Visual 2,000 ft. Instrument 3,000 ft. Lengths: <i>Other Rwy</i> Visual 2,500 ft. Instrument 4,000 ft. (Measured from runway end)</li> </ul>
<b>B2</b> Adjacent to Runway	<b>Noise Impact: Moderate to High</b> <ul style="list-style-type: none"> <li>Exposed to loud single-event noise from takeoffs and jet thrust-reverse on landing; also from pre-flight run-ups</li> <li>Encompasses noise levels as in Zone B1, but lateral to runway</li> </ul>	<b>Risk Level: Low to Moderate</b> <ul style="list-style-type: none"> <li>Area not normally overflown; primary risk is with aircraft (especially twin-engine planes) losing directional control on takeoff</li> <li>About 3% of off-runway general aviation accidents near airports happen in this zone</li> <li>Object heights restricted to as little as 35 feet</li> </ul>
<b>C</b> Extended Approach/Departure Zone	<b>Noise Impact: Moderate</b> <ul style="list-style-type: none"> <li>Encompasses most of 60-CNEL contour beyond runway ends at urban airports, 55-CNEL contour for suburban airports</li> <li>Aircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities</li> </ul>	<b>Risk Level: Moderate</b> <ul style="list-style-type: none"> <li>Includes areas where aircraft: <ul style="list-style-type: none"> <li>Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude</li> <li>On departure, normally complete transition from takeoff power and flap settings to climb mode; begin turns to en route heading</li> <li>On an instrument approach procedure, have descended below about 500 feet AGL</li> </ul> </li> <li>Some 10% to 15% of off-runway general aviation accidents near airports occur in this zone</li> <li>Object heights restricted to as little as 50 feet</li> <li>Minimum <i>Lt. Aircraft Rwy</i> Visual 3,500 ft. Instrument 4,500 ft. Lengths: <i>Other Rwy</i> Visual 4,000 ft. Instrument 7,000 ft. (Measured from runway end)</li> </ul>
<b>D</b> Primary Traffic Patterns	<b>Noise Impact: Moderate</b> <ul style="list-style-type: none"> <li>Contains remaining 55-CNEL contour, if any</li> <li>Aircraft at or above traffic pattern except for instrument approaches</li> <li>More concern with respect to individual loud events than with cumulative noise contours</li> </ul>	<b>Risk Level: Low</b> <ul style="list-style-type: none"> <li>Aircraft on instrument approaches below approximately 1,000 feet</li> <li>About 20% to 30% of general aviation accidents take place in this zone, but large area encompassed means low likelihood of accident occurrence in any given location</li> <li>Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> <li>Object height limits generally at least 100 feet</li> </ul>
<b>E</b> Other Airport Environs	<b>Noise Impact: Low</b> <ul style="list-style-type: none"> <li>Beyond 55-CNEL contour</li> <li>Occasional overflights intrusive to some outdoor activities</li> </ul>	<b>Risk Level: Low</b> <ul style="list-style-type: none"> <li>Only 10% to 15% of near-airport accidents here</li> <li>Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> </ul>
<b>*</b> High Terrain Zone	<b>Noise Impact: Low</b> <ul style="list-style-type: none"> <li>Individual noise events slightly louder because high terrain reduces altitude of overflights</li> </ul>	<b>Risk Level: Moderate</b> <ul style="list-style-type: none"> <li>Modest risk because high terrain constitutes airspace obstruction</li> <li>Concern is tall single objects (e.g., antennas)</li> </ul>

Table 3A

## Compatibility Zone Factors: General Aviation Airports